Public Meeting on Goods Movement and Ports

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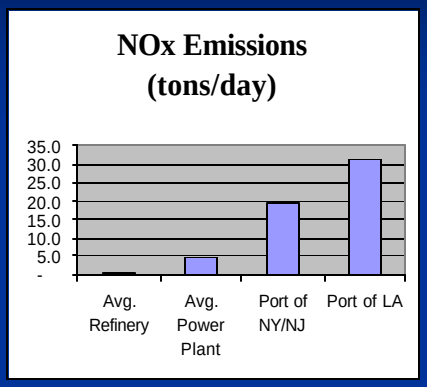
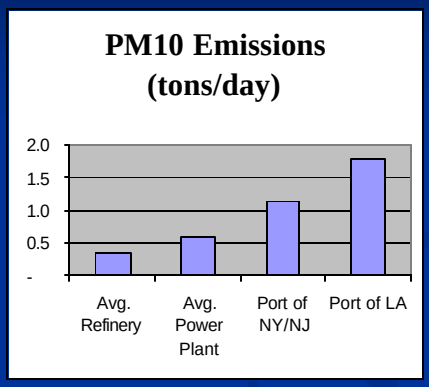
Why Are Environmental, Public Health, And Community Groups Concerned?

- Ports in California are planning to triple or quadruple the containers they handle by 2025.
- Emissions from the Ports of L.A. and Long Beach have increased dramatically since 2001 – and even those levels posed a threat to public health for the entire region.
- Health impacts from port pollution disproportionately affect low-income communities of color who live near the port, adjacent to the 110 and 710 freeways, and all along the Alameda Corridor.

Container Ports vs. Other Industries



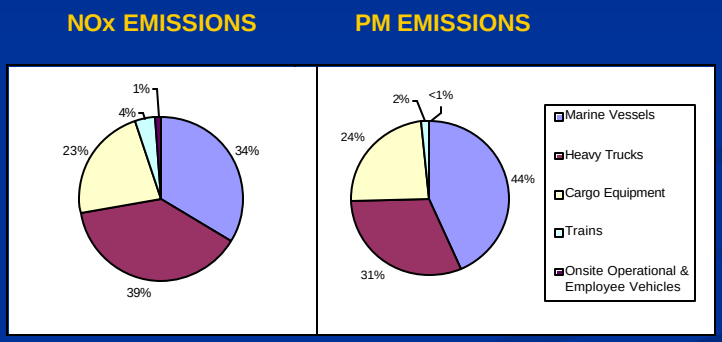


Source: NRDC estimates based on reported TEU throughput in 2000, surrogate Port EIS & emission inventory data (2000), and EPA National Emissions Trends Data (2000).

Principal Sources of Air Pollution at Ports

- **Marine Vessels**
- **Yard Hostlers and Other Container Handling Equipment**
- **On-road Trucks**
- **Old Switching Locomotives**

Marine Vessels, Trucks And Cargo Handling Equipment Together Account For Over 90% Of Emissions At Ports



Marine Vessels are Very Polluting

- **According to the City of Los Angeles, a single vessel at berth generates as much as one ton of NOx and almost 100 pounds of particulate matter each day.**
- **According to the local air district, pollution released from the ships typically visiting the Ports of Los Angeles and Long Beach in a single day is the same as that emitted from one million cars on the road.**

Yard Equipment

- This equipment includes yard hostlers, top-picks, side-picks, straddle carriers, forklifts, and rubber-tire gantrys, almost all of which run on diesel fuel.
- Most yard equipment is characterized as “off-road” equipment, and faces less stringent regulation than on-road trucks; in fact, the first regulations were adopted in 1996.

Yard Equipment cont.

- A single propane tractor used in place of a diesel unit is estimated to reduce emissions of NOx by almost one ton per year and small particle (PM) emissions by more than 45 pounds each year.

Yard Equipment cont.

- U.S. EPA has adopted regulations that will reduce emissions from new off-road equipment, including port equipment, but:
  - This rule won't take effect until after 2010; and
  - it will only apply to new equipment.

Heavy Duty Trucks

- Heavy duty trucks are significant sources of smog-forming NOx and cancer-causing PM.
- Truck traffic also contributes to overall traffic congestion along clogged freeway routes.
- Over 30,000 trucks service the Ports of Los Angeles and Long Beach every day, and this number will increase as container throughput increases.

Locomotives

- Trains currently emit less pollution per container moved than trucks;
- But train engines have faced minimal regulation and are dirtier on average than truck engines;
- Switching locomotives used in rail yards to connect containers are often over 30 years old and have no pollution controls.

Other Environmental Concerns

- Water Quality – dumping of waste and oily bilge water from ships and pollution from anti-fouling agents used in ship paint.
- Stormwater runoff from terminals where polluting activities take place (e.g., from uncovered piles of petroleum coke);
- Oil spills – more than a million gallons of oil are spilled in U.S. waters every year.

Other Environmental Concerns cont.

- **Dredging to remove sediment and deepen channels can be harmful, especially where dredged sediment is contaminated with toxic chemicals like PCBs and mercury.**
- **Discharge of ballast water can harm marine species.**

Port Pollution Can Be Reduced

China Shipping Container Terminal

- **Dockside Power**
  - **70% of ships will plug-in to electric power while at berth.**
  - **The first ship plugged in June of 2004.**

China Shipping Container Terminal

- **Alternative fuel yard equipment**
  - **All yard tractors will run on natural gas or propane.**
  - **All other yard equipment (e.g., top picks) will have diesel oxidation catalysts and use emulsified diesel fuel.**
- **Port will pay $10 million to Gateway Cities Program to fund replacement of old trucks with newer cleaner ones.**
- **Port will spend $40 million on additional air quality and aesthetic mitigation of port impacts.**

Additional Mitigation is Feasible and Cost-Effective

- Increased use of on-dock rail to increase shipment by rail instead of truck;
- Lower sulfur fuel in marine engines;
- Idling restrictions for trucks and trains;
- Cleaner locomotives and switchers using diesel hybrid and natural gas technologies;
- And many more measures outlined in our joint *Harboring Pollution* reports with the Coalition for Clean Air.

Ports Should be Better Neighbors

PORTS NEED TO INVOLVE THE PUBLIC IN THE DECISION-MAKING PROCESS

- Meeting materials and key documents should be readily accessible to public, including on the port's website.
- Provide ample notice to the community of critical decisions, including hearings on terminal expansions.
- Set up advisory committees that include community and environmental group representatives to elicit public input.

** If community members are more involved in the process, they are more likely to support the final decision, and decrease the growing tension between many ports and their neighbors.

Regulatory Action is Needed to Reduce Port Emissions

- U.S. EPA, California, and local agencies can and must adopt rules to reduce emissions from port pollution sources.
- Regulatory agencies and ports should also invest in pollution clean-up programs to incentivize pollution reduction.

Ports Can Require Green Terminals

- Ports should use lease renegotiations as opportunity to require green terminals.
  - For example, Port of L.A. has required "green" measures including cold-ironing, alternative fuel yard equipment, and on-dock rail for lease at Matson property (Berths 206-209).
  - The fact that multiple companies competed for this terminal even with additional requirements shows that terminals can expand and be profitable while controlling their emissions.

Increasing Freeway Capacity Won't Solve the Problem

- The "easy" fix to clogged freeways has traditionally been to expand the freeways to hold more vehicles.
- But added lanes over time fill up and just mean more trucks and more pollution.
- We need to address the underlying problems relating to how goods move in the region, and how we can improve the system to ease congestion, increase efficiency, and, most significantly, reduce pollution and the impacts on local communities.

CONCLUSION: What Do Environmental, Public Health And Community Groups Seek?

- Federal, state, and local regulatory agencies need to take a more active role in regulation of sources of pollution at the ports and funding of the solutions.
- Feasible emission reduction technologies must be applied to existing sources and new expansion projects to create "green" terminals.
- The public must be involved in a global effort to address pollution at the ports and how goods can move more efficiently with lesser impacts on the community.

CONCLUSION

- **Pollution CAN be reduced in a cost-effective manner that fosters economic growth while protecting the port's neighbors.**

- **The environmental community does NOT oppose port expansion, but any growth must occur in an environmentally sound manner.**